

JONES & TAYLOR,
Stereographers and Contractors.
Lighters and Steam Launches
Supplied.
Iloilo, PHILIPPINE ISLANDS

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED
General Managers.

NEW SERIES No. 1345. 日五十月九年五十二緒光. THURSDAY, OCTOBER 19, 1899.

四拜禮

號九十月十英港香

THIRTY DOLLARS
PER ANNUM

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 12,000,000
CAPITAL UNCALLED " 12,000,000
RESERVE FUND " 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 12 months at 5 per cent.
On fixed deposits for 12 months at 5 per cent.
On fixed deposits for 12 months at 5 per cent.

Hongkong, 4th October, 1899. [382]
THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE FUND £800,000
RESERVE FUND £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
On Fixed Deposits for 12 months... 4 per cent.

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [31]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
David Meyer Moses, Esq.,
E. Goetz, Esq., A. McConachie, Esq.,
A. Haupt, Esq., A. J. Raymond, Esq.,
R. H. Hill, Esq., P. Sachs, Esq.,
The Hon. J. J. Kewick, Esq., R. Shewan, Esq.,

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

THOMAS JACKSON,
Chief Manager.
Hongkong, 16th October, 1899. [9]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.
Branches and Agencies.
CANTON. HANKOW.
CHONGKING. SWATOW.
CHINKIANG. FOCHOW.
TIENSIN.

THE Bank purchases and receives for col-
lection Bills of Exchange drawn on the
above places, and Sells Drafts and Telegraphic
Transfers Payable at its Branches and Agen-
cies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 per cent. per annum Fixed Deposits for 3 months.
4 per cent. per annum Fixed Deposits for 6 months.
5 per cent. per annum Fixed Deposits for 12 months.

E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorized Capital £1,000,000
Paid up Capital £244,374

HEAD OFFICE:—HONGKONG.
Board of Directors:
Chan Kiti Shan, Esq.,
Chow Tung Shing, Esq., Kwan Hoi Chuen, Esq.,
D. Giffes, Esq., J. L. Lums, Esq.,

Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed
Hongkong, 30th May, 1899. [8]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

JAPAN Malacca E. G. Andrews About 22nd Oct. Freight or Passage.
LONDON Candia W. H. Haughton, R.N.R. About 24th Oct. Freight only.
SHANGHAI Bengal S. Barchan About 28th Oct. Freight or Passage.

LONDON, &c. Parramatta A. Symons Noon, 28th Oct. Freight or Passage.
JAPAN Kohilla S. de B. Lockyer, R.N.R. About 29th Oct. Freight or Passage.
LONDON Java G. W. Gordon, R.N.R. About 2nd Nov. Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).
‡ Via MARSEILLES. § Via SHANGHAI.

For Further Particulars apply to
Hongkong, 17th October, 1899. H. A. RITCHIE, Superintendent. [5]

B L A T Z,

A LIGHT, SPARKLING
AMERICAN BEER,
WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS:—

H. PRICE & Co.,

WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

Hongkong, 17th October, 1899. [20]

JUST LANDED.

GIESLER & CO.'S
CHAMPAGNE.

In Magnums—Bottles and Half Bottles.

One of the most popular Brands in ENGLAND and the
UNITED STATES.

CALDBECK, MACGREGOR & CO.,

Sole Agents for
Hongkong, China, Japan, the Strait Settlements,
the Philippines and British North Borneo.

Hongkong, 18th October, 1899. [15]

NEW ROOMS
At Moderate Daily Rates.

HONGKONG
HOTEL.

THE
CLUB HOTEL,
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and
supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all
Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36]

THE VERY LATEST,

EX. S.S. SHANGHAI.

AN UNPRECEDENTED SHOW OF
FASHIONABLE WINTER GOODS
NOW ON VIEW.

W. POWELL & Co.,

Immed. Opposite P.O., 1st floor.

Intimations.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

BOVRIL

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World.
Used by all the Principal Hospitals,
Supplied to British and Foreign Governments, and
Sold by over 150,000 Customers throughout the United Kingdom alone,
And also in Every Civilized Country in the World.

AGENTS FOR CHINA:—

Watkins, Limited.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS.
HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,
1,350 feet above sea level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK
HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer
with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street,
Hongkong, 4th January, 1899.

GEO. J. CASANOVA,
Manager.

PHONOGRAPHS.

THE NEW HOME PHONOGRAPH
(GENUINE EDISON) WITH FITTINGS.

PRICE \$80.

LANE, CRAWFORD & CO.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION
of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242]

BANK HOLIDAY.

THE Undermentioned BANKS will be
CLOSED for the Transaction of Public
Business on WEDNESDAY, the 25th instant,
at 1 o'clock P.M.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA,
LIMITED,
G. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA,
LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
HONGKONG AGENCY,
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
CHANTREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOH,
Agent.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Acting Manager.

Hongkong, 17th October, 1899. [13122]

THE GREAT EASTERN & CALEDONIAN
GOLD MINING COMPANY,
LIMITED.

NOTICE.

THE REGISTER OF SHARES will be
CLOSED on MONDAY, the 23rd
instant, till SATURDAY, the 4th of November,
both days inclusive, during which period NO
TRANSFER of Shares can be Registered.
LUETGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 18th October, 1899. [13142]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$18 per Share for the
year 1898, equivalent to 36% on the
Paid-up Capital of \$50 per Share, has been
Declared.
WARRANTS will be issued on the 13th
October.
By Order of the Board,
DOUGLAS JONES,
Secretary.

Hongkong, 12th October, 1899. [12992]

THE POPULAR DINING ROOMS,
18, PRAYA CENTRAL,
(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and
Meals at all hours.
Hongkong, 9th October, 1899. [12112]

JAPANESE CURIOS.

JUST RECEIVED.

XMAS CARDS & TOYS.
FANCY KAGA VASES & TOILET SETS.
LACQUERED BARK & BAMBOO
FRAMES.
ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views.
AT LOW PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall,
Hongkong, 9th October, 1899. [12582]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from Mr. R. D. VANIA, the Administrator,
to Sell by
PUBLIC AUCTION,
on
SATURDAY, the 21st October, 1899,
at 2.30 P.M.,
At No. 26, GAGE STREET,
THE WHOLE OF THE
HOUSEHOLD AND OFFICE
FURNITURE.

Belonging to the Estate of the Late
R. C. VANIA.
Comprising:
BRASS AND IRON BEDSTEADS, WARD-
ROBES, OVERMANTLES, DRAWING-
ROOM SUITE, EXTENSION DINING
TABLE, MARBLE-TOP TABLES, CROCK-
ERY and E. P. WARE, WRITING
TABLE, COPYING PRESS, &c., &c.
Also:
TWO IRON SAFES.
On View from FRIDAY A.M.
TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th October, 1899. [13132]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [18]

To be Let.

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate
Possession.
Apply to
W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [12812]

TO LET.

OFFICE ROOMS on 1st floor of No. 4,
Queen's Road, Central, (late the Im-
perial Bank of China).
Apply to
Comptroller Office,
E. C. HOCHAPPEL.
Hongkong, 23rd March, 1899. [3982]

TO LET.

SEMI-DETACHED VILLA RESIDEN-
CES on Bowen Road (now in course of
erection).
PROPERTY, lately occupied by the
Bowring-Saw Mills.

GROUND FLOOR, 57, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAYA
CENTRAL. (Lately occupied by
Messrs. MICHERS & Co.)
"HARFORD" MAGAZINE CAR.
No. 4, RIFON TERRACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 28th August, 1899. [112]

Today's Advertisements.

HONGKONG RIFLE ASSOCIATION. INTERPORT PRACTICE AND SPOON COMPETITION.

ON SATURDAY, the 21st instant, at 3 P.M.
Ranges—200, 500 and 600 yards.
Two Sighting Shots allowed.
The following MEMBERS are requested to
PRACTICE and to send in their Scores to the
SECRETARY.

Messrs. BLAIR, BOWERY, CARLEY,
CLARKE, HILLS, LAMBERT, LEAD-
INGHAM, MCLENNAN, W. MACDONALD,
SHELTON, STACKWOOD, SMYTH,
TOLLETT, WALLACE, WARREN,
WATSON.

Members are reminded that the Range is
available for Practice on WEDNESDAYS
after 4 P.M.

MOWBRAY S. NORTHCOTE,
Hon. Sec.
Hongkong, 19th October, 1899. [13]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND BOOCHOW.
THE Company's Steamship

"HAICHING."
Captain Hodgins, will be despatched for the
above Ports, on SUNDAY, the 22nd instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 19th October, 1899. [1324]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above
on WEDNESDAY, the 23rd instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th October, 1899. [1324]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched as above
on WEDNESDAY, the 23rd instant.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1324]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."
Captain Anderson, will be despatched on
SATURDAY, the 28th instant, at Noon.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the supply of Fresh
Provisions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1320a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN."
Captain Anderson, will be despatched as
above on SATURDAY, the 28th instant.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1320a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

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Captain Anderson, will be despatched as
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BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1320a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

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BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1320a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

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Hongkong, 19th October, 1899. [1320a]

CHINA NAVIGATION COMPANY, LIMITED.

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Hongkong, 19th October, 1899. [1320a]

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BUTTERFIELD & SWIRE,
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Hongkong, 19th October, 1899. [1320a]

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BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1320a]

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Hongkong, 19th October, 1899. [1320a]

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Vessel is fitted throughout with Electric Light.
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BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1320a]

CHINA NAVIGATION COMPANY, LIMITED.

Intimation.



A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY.
dinner wine, Green Seal
Capsule. \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule. 12.00

D.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule. 12.00

E.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule. 14.40

F.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled). 20.10

B, C, and D are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very superior
vintage. All are true Neres Wines.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

BIRTH.

On the 18th instant, at Macao, the wife of
ROBERT J. WHITE, L. M. Customs, Lappa, of
a daughter. [1323a]

DEATH.

At Taiping, on the 5th inst., HENRY THOMAS
KYNASTON OSBORNE, P. M. S. Civil Service,
third son of Charles William Osborne, of Ros-
more, Co. Meath. [1323a]

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 19, 1899.

REUTER'S TELEGRAMS.

PARLIAMENT.

LONDON, October 16th.

Parliament opened yesterday. The Opposition
in both Houses, while deploring the
Transvaal war, and criticising Mr. Chamber-
lain's negotiations, agreed that the Boer
ultimatum left the Government no option and
promised their hearty support. Lord Salisbury
referring to the future, declared that the country
must insist on England being the Sovereign
Power.

THE TRANSVAAL WAR.

The non-combatants have evacuated Dundee.
It is reported that the Boers have been repulsed
at Mafeking with heavy loss. The Free State
Boers are entrencing the passes of the
Drakensburgs.

REMOVAL OF QUARANTINE RESTRICTIONS.

The Hon. Colonial Secretary courteously
forwards for publication the following telegram,
received from Shanghai by Mr. Brennan, Acting
Commissioner of Customs, Kowloon:—

"Quarantine against Canton, Hongkong,
Macao removed; importation of mgs, old
papers, earth, moults, and codins prohibited;
inform shipping."

TYPHOON WARNING.

WARNING FROM MANILA.

The following telegram has been courteously
forwarded to us by U. S. Consul-General R.
Wildman:—

MANILA OBSERVATORY,
October 19th, 11 a.m.
Depression in Pacific, probably South-East
of Manila.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:—

On the 19th at 11.55 a.m. the barometer has
fallen on the China coast and over the Philip-
pines. The high pressure area is central in
E. Japan, and pressure is slightly low over the
Southerly Philippines. Gradients slight on the
coast, moderate with strong monsoon in the
N. part of the China Sea. FORECAST:—Mode-
rate E. winds; fine.

LOCAL AND GENERAL.

The India Office has been asked to send three
sets of röntgen ray apparatus to South Africa,
for the use of the Indian field hospitals.

A LETTER has been received at Taiping from
the Singapore Cricket Club inviting Pemk to
send a team to Singapore during the Christmas
holidays. The invitation has been accepted.

Mr. Stewart Lockhart left by the Chinese
cruiser *Chinghai* at noon to-day for a trip to
Baitang and round the New Territory. He
was escorted by a detachment of thirteen Sikh
policemen.

We understand that it is proposed to send two
companies of the Royal Welch Fusiliers to
Wei-hai-wei and that two companies of the 1st
Chinese Regiment will be sent down to take
their place here.

We thought Oom Paul would injure himself,
says a contemporary. Now his credit is im-
paired. A One Pound note of his, sent from
South Africa to the *Bangkok Times*, has been
refused by the Hongkong and Shanghai Bank at Hongkong.

Dr. Reginald Farrar, of Stamford, son of the
Dean of Canterbury, has left England for
Bombay, having accepted an appointment under
the Indian government to take up plague duty.
Dr. Farrar is a comparatively young man, and
is giving up a lucrative practice at Stamford.

KOWLOON was awakened shortly after mid-
night by the blowing of the Dock whistle. Con-
siderable excitement was occasioned, it being
thought that another fire had broken out, but
we are happy to say that the head office informs
us that nothing of the sort took place, it being
a false alarm.

On Saturday, the H.K. C. C. First Eleven will
play the Next Eighteen, commencing at 11.30
a.m. The following are the teams:—

1st XI. NEXT XVIII.

Capt. Langborne. Capt. Wagnouth (Cap.)
H. C. Hancock. H. E. Green.
J. A. Ross. H. A. Lewis.
G. I. L. Jones. Capt. Buchanan.
Rev. Vallings. K. W. Castle.
A. G. Ward. Green; R.A.
J. T. Wilson. Rev. F. T. Johnson.
H. Rotherham. Francis Barrington Deacon.
Lieut. Strong. A. Humphreys.
T. J. Wild. Oran.
Hall. Major Griffin.
L. E. Lammert. E. A. Woodcock.
J. A. Higgin.

BIG SALE OF PROPERTY.

At his offices in Duddell Street, Mr. Geo. P.
Lammert sold by public auction yesterday 21
lots of leasehold property (owned by Mr. Ho
Tung) situated in Wellington Street, Cochrane
Street and Stanley Street. It was announced
that the Vendor would, if desired, make arrange-
ments for the granting of a mortgage upon each
lot up to 75 per cent. of the purchase money
thereon. Such mortgage to be for one year (at
7 1/2 per cent. per annum interest) from the
date of completion which shall be on the
first February, 1900. The particulars of the
sale are as follows: Lot No. 1.—The piece of
ground and premises thereon known as No. 5,
Wellington Street, and the appurtenances
thereto. Area—884 Square feet. Term 999
years. Crown Rent \$16.00. Sold privately.
Lot No. 2.—The piece of ground and pre-
mises thereon known as No. 7, Wellington
Street, and the appurtenances thereto. Area
819 square feet. Term—999 years. Crown
Rent \$15.68. Bought by \$8,250 by Chow Dart
Tong. Lot No. 3.—The piece of ground and
premises thereon known as No. 9, Wellington
Street, and the appurtenances thereto. Area
832 square feet. Term 999 years. Crown
Rent \$15.91. Bought by the same for \$8,350.
Lot No. 4.—The piece of ground and pre-
mises thereon known as No. 11, Wellington
Street, and the appurtenances thereto. Area
827 square feet. Term 999 years. Crown
Rent \$15.81. Bought by the same for \$8,550.
Lot No. 5.—The piece of ground and pre-
mises thereon known as No. 57, Wellington
Street, and the appurtenances thereto. Area
116 square feet. Term 999 years. Crown
Rent \$9.26. Bought by Tang Kit Shan for \$7,350.
Lot No. 6.—The piece of ground and pre-
mises thereon known as No. 59, Wellington
Street, and the appurtenances thereto. Area
756 square feet. Term 999 years. Crown
Rent \$9.13. Bought by Tan Hip Chee for
\$7,200. Lot No. 7.—The piece of ground and
premises thereon known as No. 61, Wellington
Street, and the appurtenances thereto. Area
689 square feet. Term 999 years. Crown
Rent \$8.91. Bought by the same for \$6,700.
Lot No. 8.—The piece of ground and pre-
mises thereon known as No. 63, Wellington
Street, and the appurtenances thereto. Area
683 square feet. Term 999 years. Crown
Rent \$8.84. Bought by the same for \$6,950.
Lot No. 9.—The piece of ground and pre-
mises thereon known as No. 2, Peel Street,
and the appurtenances thereto. Area 842 square
feet. Term 999 years. Crown Rent \$17.34.
Bought for \$11,000 by Mok Li Tong.
Lot No. 10.—The piece of ground and pre-
mises thereon known as No. 4, Peel Street,
and the appurtenances thereto. Area 801
square feet. Term 999 years. Crown Rent
\$16.42. Bought by Ma Pat for \$9,500. Lot
No. 11.—The piece of ground and premises
thereon known as No. 6, Peel Street, and the
appurtenances thereto. Area 804 square feet.
Term 999 years. Crown Rent \$15.85. Bought
by Han Yue Tin for \$9,600. Lot No. 12.—
The piece of ground and premises thereon
known as No. 8, Peel Street, and the appurten-
ances thereto. Area 851 square feet. Term
999 years. Crown Rent \$16.32. Bought by
the same for \$11,550. Lot No. 13.—The piece
of ground and premises thereon known as
No. 29, Cochrane Street, and the appurtenances
thereto. Area 749 square feet. Term 996 years.
Crown Rent \$16.14. Bought by To Pak for
\$7,350. Lot No. 14.—The piece of ground and
premises thereon known as No. 31, Cochrane
Street, and the appurtenances thereto. Area
761 square feet. Term 999 years. Crown Rent
\$16.43. Bought by A. Kumpahn for \$7,550. Lot
No. 15.—The piece of ground and premises
thereon known as No. 35, Cochrane Street, and
the appurtenances thereto. Area 819 square
feet. Term 999 years. Crown Rent \$17.69.
Lot No. 16.—The piece of ground and premises
thereon known as No. 32, Stanley Street, and the
appurtenances thereto. Area 767 square feet.
Term 999 years. Crown Rent \$9.91. Bought
by Chan Yuen for \$7,650. Lot No. 17.—The
piece of ground and premises thereon known as
No. 54, Stanley Street, and the appurtenances
thereto. Area 768 square feet. Term 991 years.
Crown Rent \$9.92. Bought by the same for
\$7,750. Lot No. 18.—The piece of ground and
premises thereon known as No. 56, Stanley
Street, and the appurtenances thereto. Area 767
square feet. Term 999 years. Crown Rent
\$9.91. Bought by Chan Li Pofor \$7,750. Lot No.
19.—The piece of ground and premises thereon
known as No. 9, Stanley Street and the appur-
tenances thereto. Area 636 square feet. Term
999 years. Crown Rent \$11.31. Bought for
\$8,150 by Lo Tai. Lot No. 20.—The piece of

ground and premises thereon known as No. 11,
Stanley Street, and the appurtenances thereto.
Area, 551 square feet. Term 999 years.
Crown Rent \$9.81. Bought by Bhaba for
\$6,900. Lot No. 21.—The piece of ground and
premises thereon known as No. 13 Stanley
Street, and the appurtenances thereto. Area
552 square feet. Term 999 years. Crown
Rent \$10.36. Bought by Chow Chuen Chung
for \$6,700.

THE NEW POST OFFICE.

The following letter from the Hon. T. H.
Whitehead to the Secretary of the Chamber of
Commerce, regarding the New Post Office, has
been handed to us for publication:—

NEW POST OFFICE.

Hongkong, October 17th, 1899.

Dear Sir,—In connection with the Estimates
for next year, the following appeared in His
Excellency the Governor's printed Statement,
read at the meeting of the Legislative Council
on Wednesday 11th inst:—

"The most pressing public work at the
present moment is the building for the New
Law Courts, which blocks the way for the
improvement of the Post Office, a building
entirely insufficient and unsuited for the
present requirements of the Colony. The
plans for the Law Courts were returned on
January 21st to London with some sug-
gestions for improvements. I have written
arguing that they shall be sent out with the
next public works."

2.—In the Colonial Estimates for 1900 the
Council is not asked for any vote in respect of
new premises for a Post Office. It is painfully
evident from the Governor's statement that the
building of the new Post Office will not be
commenced until the construction of the new
Law Courts' Building is completed. In con-
sequence of the unnecessary delays, vacillating
and irresolute policy hitherto followed regarding
the construction of the new Government Offices
it is highly probable that the new Court
House Building may not be completed within
four years from this date, if even then. It
therefore naturally follows that the new Post
Office Building will not be commenced until
after the Legal Departments move into their
new Building, say about four years hence or in
1903. The construction of the new Post Office
Building will take about two if not three years,
consequently the Colony will not have a new
Post Office for say six or seven years or until
1905 or 1906. The present Post Office Build-
ing is and has been for some time past wholly
inadequate for the Colony's requirements, badly
lighted, ill-ventilated and so cramped that there
is not sufficient room to sort two heavy mails
at the same time. It is notorious that this is
and has been for years past the actual state of
affairs. With the natural increase and growth
in the work of the Post Office during the next
six or seven years what will it be then? The
position of this important Government Depart-
ment will have become positively intolerable,
unworthy of and in every respect creditable
to the Colony.

3.—His Excellency, Sir Wm. Robinson then
Governor appointed a Committee on 8th Sep-
tember, 1894, "to report on the condition of the
Government Offices and the desirability of lo-
cating the various Departments under one
roof." The Committee consisted of the Hon.
The Director of Public Works (F. A. Cooper),
the Hon. The Colonial Treasurer (A. M.
Thompson), and Messrs. C. J. Chater, C.M.G.,
A. McCoskie, and Sir T. Jackson. After due
enquiry the members reported unanimously on
23rd November, 1896 as follows:—

"It is desirable for many reasons that the
several Government Offices should be
situated close together, if possible under
one roof, as much loss of time and incon-
venience to the public would be thereby
obviated, and business greatly facili-
tated. Where it is not for the fact that
the present offices at St. John's Place are in
a good structural condition, are suitably
and conveniently situated for the meeting
of Council, and the accommodation afforded
for the Colonial Secretary's Department
appears adequate, we should recommend that
in any project for the erection of new
buildings accommodation should be pro-
vided for that department."

"The Post Office and Treasury buildings,
which had been erected in 1846, for a
house for the Registrar General, on the
site of the present Post Office and Treasury,
and subsequently altered for the purpose
of being a Post Office, were in 1864
found to be quite inadequate to meet the
requirements of the Post Office Department, it
was therefore decided to pull them down
and erect a new Post Office."

"The present main buildings, which
were completed in 1867 with certain
additions and alterations carried out in
1864 and 1885, consist of a ground floor
and basement occupied by the Post Office
and an upper floor occupied by the
Treasury Department."

"The Post Office is badly lighted and
ill-ventilated and the Treasury Offices are
inconveniently arranged."

"The present buildings are about thirty
years old and though the walls are still
sound the renewal of the internal fittings
and woodwork throughout will shortly
necessitate a considerable expenditure if
the occupation of the building is con-
tinued."

"The accommodation in the Post
Office, in spite of the recent arrangement
by which the offices of Attorney General
and Crown Solicitor have been placed at
the disposal of the department, is so
cramped that there is not sufficient room
to sort two heavy mails at the same time,
while the space devoted to the business of
the Post Office is insufficient to secure
the safe custody of the mails. In fact, the
requirements of the Colony have entirely
outgrown the accommodation at present
available."

"For the Treasury a Strong Room and
a Stamp Room are required, also a large
room, easily accessible to the public,
for accountants and cashiers, and better
accommodation for the clerks are greatly
needed."

4.—The members of said Committee further
unanimously reported in favour of the new
Law Courts, Land Office, &c., being erected
on the site of the present Post Office imme-
diately in front of the City Hall, and that the
Registrar General, Treasury, Post Office and
Public Works Departments should be accom-
modated in a new building to be erected on
the site also on the new Praya Reclamation
immediately to the north of that on which the
new Law Courts, &c., are to be built. The two
in question are Government land, have
lain fallow for several years and are still lying
fallow."

5.—Sir Wm. Robinson's term of office
expired in 1898 when he returned to England,
and the Director of Public Works (Mr. Cooper)
was transferred to Ceylon in 1897. General
McCoskie, the Government's
Secretary to the Committee appointed in September
1894 and the unanimous recommendations of
the members were cast aside and in their stead
fresh proposals of the new Director of
Public Works were brought forward and

adopted. In opposition to the reasons and
arguments of the elected representatives of
the people on the Legislative Council, the
result is most natural—protracted, prolonged
and costly delays and the indefinite postpone-
ment of the erection of urgently needed new
public offices."

himself, that he consequently had to acknowledge that he was closely concerned.

The Judge summed up briefly and the jurors, consulting a short time, returned a verdict of guilty against all the prisoners.

His Lordship at first said he would reserve judgement until the morning, but on taking into consideration the cases yet to be heard, he had the prisoners brought back to court, when he further said:—I see no reason in this case why I should make a difference in the sentences upon these prisoners than upon others who have been convicted for a like offence. In this Colony we will not have people wakened up and frightened out of their lives in the middle of the night by robber gangs. I sentence each of the prisoners to five years' imprisonment, and each to receive twenty strokes of the birch during the first week of their incarceration. Turning to the jurors, His Lordship continued:—You, gentlemen, would not like an armed gang to come to your house in the dead of the night, and attack your wives with knives. You might think the sentence rather severe, but we must try and put down these frequent gang robberies.

Adjourned until to-morrow morning at 10 o'clock.

THE HONGKONG JOCKEY CLUB.

Below is the report to be submitted to members at the annual meeting on Saturday:—

In submitting the Honorary Treasurer's accounts the stewards beg to congratulate the club on the financial success of the year's working.

Gymkhana have been held on the race course during the summer, have been well attended and given general satisfaction.

The race course, stands, &c. were lent to the officers, Royal Welch Fusiliers last July, and a Regimental Gymkhana was held on the 29th of that month under the auspices of the club.

The course and adjuncts were also lent to the Hongkong Schools for their annual sports held last April.

The buildings are in good repair and the course is in fair order.

T. F. HOGGILL,
Clerk of the Course.
Hongkong, October 16th, 1899.

EXPENDITURE AND RECEIPTS FROM 1ST SEPTEMBER, 1898, TO 31ST AUGUST, 1899.

Dr. \$ c.
To balance last account 26,233.89
To upkeep of Race Course 2,226.01
To printing, advertisements, stationery, newspapers, &c. 973.00
To expenses of meeting 1,767.10
To stakes and prizes 9,267.70
To incidentals 1,037.30
To interest 1,207.83
\$42,713.43

Cr. \$ c.
By entrance fees and subscriptions 3,323.00
By entries and nominations 5,005.00
By sale of tickets, &c. 12,173.05
By rent of stands, &c. 1,740.00
By balance at debit with the Hongkong and Shanghai Banking Corporation 20,472.38
\$42,713.43

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE NAVY LEAGUE MANNING SCHEME.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":
THE NAVY LEAGUE,
13, Victoria Street,
London, S. W.,
14th Sept., 1899.

SIR.—In your issue of the 28th July last, appears a letter over the signature of "Peace" commenting on the Navy League's Manning Scheme recently submitted to the President of the Board of Trade.

Your correspondent is good enough to state that he does not consider the scheme as evolved by the Navy League, a workable one, and that consequently it is not surprising that Messrs. Ritchie & Goschen gave it so little consideration.

It is—to say the least of it—doubtful whether this latter assertion is correct. In fact, I should very much doubt if it were, but there are many circumstances to be taken into consideration which probably actuated the Ministers in question, when they met the deputation from our Committee.

"Peace" however, enumerates the disabilities of the Merchant Service as a reason why the Navy League scheme should be foredoomed to failure.

He suggests that the Navy League should agitate for improved pay for seamen and the betterment of their accommodation. I would beg to point out that this style of argument is one not calculated to improve any cause. This question of the manning of the Merchant Service has been thought over and deliberated on by very many gentlemen who are well qualified to express an opinion. The fact remains that at the present time the British seaman is a rapidly-decreasing quantity. The better pay and the better accommodation would naturally follow from the adoption of the League's scheme inasmuch as it would provide a better article which would consequently be worth more money than is now paid to those who navigate British merchant ships.

Your correspondent takes exception to Captain Anderson's statement that "The Command of the Sea is necessary to ensure our continuance as a Nation." Does this assertion really admit of any argument?

The Command of the Sea lost, the component parts of the British Empire must necessarily separate, those not strong enough to maintain their independence would become the appendages of the Sea Power that was strong enough to destroy that of Great Britain.

As to the matter of "Jingoism" the Navy League may, I think, fairly claim to be exempted from this charge. The belief is held at all events at headquarters that the Navy League is the best and most efficient Peace Society in existence, and find fault with Captain Anderson for assuming that England is in a state of great prosperity, is I think, somewhat hypocritical.

England and British possessions are the least taxed countries in the world. Unemployed people there are in all great cities, but it is not taking an optimistic view to consider that the measures now being adopted for the relief of the poorer classes, and it may be said, the submerged tenth, are on a larger scale than those being adopted by any other country.

It is very well to court popularity by finding fault with expenditure in ships and guns and to state that "All these extra" warships and guns mean the increase of the country's burden in taxation" but without these ships and guns, there would be no funds from which to draw any taxation at all.

The Naval Estimates, enormous though they be, are simply a moderate premium of insurance on the biggest business premises of which the world holds record.

When your correspondent, however, comes to biblical quotation, I am unable to follow.

him. The Book from which he quotes is generally considered as authentic and to be taken in its entirety. It will require I think greater eloquence than that possessed by "Peace" to make at all events Navy Leaguers disregard its teaching so far as being strongly armed to keep our house in peace is concerned.

I am, Sir,
Your obedient servant,
WM. CAUS CRUTCHLEY,
Secretary.

THE ARREST OF FIVE ENGLISHMEN AT YOKOHAMA.

AN EXTRAORDINARY CASE.

DISCIPLINE ON A JAPANESE STEAMER.

Kobe, 14th October.

As previously reported, five officers of the *Tanaka Maru* were arrested at Yokohama on Monday last on a charge of assaulting a Japanese quartermaster.

It is stated, says the *Japan Herald*, that on the night of the 30th ultimo, while the *Tanaka Maru* was at anchor at Moji, a Japanese quartermaster named Umesoko Toyomatsu, who was on duty, was approached by the third officer, Kent, who asked Toyomatsu why he had not been smoking, and an acrimonious discussion ensued. Some time later, Kent was sitting in his own room, when Toyomatsu again came in to renew the controversy, at the end of which Toyomatsu became excited and pushed Kent out of the room. Several other foreign officers came to his assistance, and forcibly pulled Toyomatsu out, bound his hands, tied him up, and kicked and beat him, so it is alleged. The steamer left Moji on the following day, and arrived at Yokohama on the morning of the 3rd, when Toyomatsu quickly proceeded to the Subansho and lodged a complaint, through Mr. Tanaka, against the five foreigners, charging them with assault and battery. The Public Prosecutor Tsutsumi took the matter in hand, and issued a warrant against the five foreigners, who were arrested by the Water Police and sent over to the Subansho. The accused were confined in the Negishi Prison.

The foregoing particulars were gathered from Japanese sources, but the *Herald* has had an opportunity of hearing Mr. H. Kent's own version, furnished to a friend who saw him in Negishi Prison on the night of the 10th. The present is Mr. Kent's first trip to Japan as officer of the N.Y.K., and he is, therefore, unfamiliar with the strange ideas of discipline which prevail on board Japanese vessels. The Japanese quartermaster seems to have been a man of violent temper, and when ordered by Mr. Kent to stop smoking, did not scruple to show his resentment. While at Moji he apparently filled himself up with sake, and when the *Tanaka Maru* left for Yokohama, he was in a decidedly ugly frame of mind. The first day out, we believe, while Mr. Kent was talking to one of the officers in his cabin, the quartermaster entered, and, approaching Mr. Kent, shook his fist in his face, and remarked that he would "go for" him on the first opportunity. Mr. Kent was a little taken aback at this extraordinary address from a subordinate, and ordered the man to leave the room at once, or he would eject him. As the quartermaster still refused to leave, Mr. Kent carried out his threat, whereupon the quartermaster rushed at him, and, falling on his knees, buried his teeth in Mr. Kent's thigh. Thus assailed, Mr. Kent naturally defended himself, but before the quartermaster could be subdued he had bitten Mr. Kent in nine places. The other officers concerned in this affair had meanwhile come to the rescue of their colleague, and helped to defend him from other members of the Japanese crew, who had rapidly collected, armed with knives, iron bars, and other implements. As the quartermaster still resisted, the Chief Officer put him in irons, whereupon he became almost crazy and tried to throw himself overboard. He was therefore released, and in view of the threatening aspect of the crew, Captain Wale thought it advisable for Mr. Kent to keep in his cabin during the entire trip to Yokohama.

To all intents and purposes the crew were in a state of mutiny, and it was Mr. Kent, as soon as Yokohama was reached, on the 3rd instant, Captain Wale advised Mr. Kent to slip ashore as quietly as possible, until things had quietened down a little, and the affair was duly reported to the Nippon Yusen Kaisha, who, we understand, supported Mr. Kent, and dismissed, or suspended, the quartermaster. Nevertheless, it was not until Monday evening, on the eve of the *Tanaka Maru's* departure, that Messrs. De la Hade, Hill, Wallat, and Wallace were arrested, and not until Tuesday morning that Mr. Kent himself was placed in custody. Mr. S. Tuxton, of the Nippon Yusen Kaisha, is understood to have offered to become surety for a large amount, but the authorities declined to accept it, on the extraordinary ground that as Mr. Kent had relatives in Yokohama, these were the proper parties to make the application. The accused therefore spent the night in jail at Negishi. The other four accused were liberated on Tuesday, and two of them have already sailed by other steamers, so it is presumed that the charge against them has been dropped. (As reported in a telegram from Yokohama, Mr. Kent was released on bail for Yen 300 on Thursday.)

The above facts are corroborated by one of the five officers arrested in a letter to the *Japan Herald*. The situation after the drunken quartermaster was put in irons, appears to have become so critical that the crew practically took entire charge of the vessel, and the officers had to take refuge on the bridge. The letter states that the matter was not reported by the Captain on his arrival at Yokohama—a statement which is at variance with the alleged dismissal of the quartermaster by the company.—*K. Chronicle*.

THE FIRST FOREIGN DIVORCE SUIT UNDER JAPANESE JURISDICTION.

A suit for divorce has been instituted in the Yokohama Local Court by a citizen of the United States, Mrs. David Clarence McKelvey, daughter of Mr. Bell, of Yokohama. Mr. Akiyama is counsel for the plaintiff, and the grounds of the petition are desertion and adultery.—*Japan Mail*.

ASSAULT ON A FOREIGN LADY IN JAPAN.

ITS CONSEQUENCES.

A few days ago a *jinrikisha* coolie named Togashi Kichigoro, aged 35, was deprived of his license by the Bluff Police, Yokohama. It is stated that late last month, he took an "American" lady to the Post Office from the Bluff and on reaching the Post Office demanded 15 yen, but the lady thought this was too much, and gave to him instead.

The coolie became angry, and followed her to the Mitsu Ginko, where he caught hold of her arm and twisted it behind her back in order to compel her to give him the sum demanded. The lady afterwards reported the matter to the Bluff Police, giving the number of the man's license which she had thoughtfully remembered.—*Kobe Herald*.

MARQUIS ITO ON THE TRANSVAAL WAR.

Marquis Ito thinks that the Transvaal War will be a troublesome business for England, as the Boers are stubborn fighters and good marksmen. That opinion was delivered to a representative of the *Chuo Shinbun*. His Excellency supplemented it by saying that England must feel badly when she finds herself defeated by a petty State like the Transvaal, and is obliged to make extensive military preparations for its subjugation. But, after all, strength in war does not depend merely upon military resources, in the ordinary sense of the term: it depends also upon circumstances. No one knows better than Marquis Ito what efforts are involved in equipping a strong military force and despatching it to a distant country. Besides, these things are done now-a-days on a much more extensive scale than they were in former times. England sent only twenty-seven thousand men to invade the Crimea; France sent thirty thousand, and Turkey sent six thousand. England alone is sending fifty thousand now to South Africa. It will stand on record as the biggest military expedition dispatched overseas in the history of the world, and without the resources of modern science the feat would be impossible. What makes such preparations necessary is the nature of the country where the campaign will take place. If the Boers and the Free-States are wisely directed, they will set for England's forces the task of capturing a succession of entrenched positions defended by fine marksmen and by efficient artillery. Even in the times when weapons of projectile had not been carried to anything like their present perfection it used to a maxim of military men that a force attacking a strongly entrenched position ought to reble the force defending it. What the ratio should be now-a-days there have been no practical tests to determine, but it is certain that arms of precision have augmented the capacities for defence more than they have increased the potentialities of attack in land fighting. There is no reason to doubt that the Boers and Free-States can together put into the field an army of some thirty thousand men. Their weak point will be the difficulty of keeping up their strength. Whence are they to draw fresh levies? A man that falls will leave a permanent vacancy in the ranks, for their first musters, if they be of the magnitude here supposed, will virtually exhaust the available men.

PRICE OF LAND AT NAGASAKI.

The *Nagasaki Press* of the 11th says:—At the auction yesterday of the property of the late Mr. Devine, a piece of land known as Lot No. 10, in Oura, consisting of 413 tsubo superficial measurement, was offered for sale. Five hundred yen was the opening bid, but this was raised to 1,000 yen by the second offer. From the latter figure, the bidding was carried, principally by bids of 1,000 yen, at which the property was sold to the highest bidder, the purchaser. During the morning 25 *Nagasaki* Hotel First Debentures, with interest attached at 7 per cent., were also offered for sale. The debentures were sold in lots of five, each of which realized 90 yen. The debentures were not the property of the estate.

IMPORTANT JAPANESE MOVES IN PEKING.

The *Asahi's* correspondent at Tokio makes the following statement relative to the change of the Japanese Minister to Peking. The Chinese Government had made strong representations to the Japanese Government for the appointment of Mr. Yano, late Minister to Peking, as its adviser. The Government also solicited the efforts of Marquis Ito and Count Okuma toward this end. Marquis Ito was reported to be in favour of the arrangement if Marquis Yamagata, the Premier, did not object and the change thus took place unexpectedly. As mentioned already Baron Nishi, formerly Minister to St. Petersburg, has been appointed to Peking.

A DUEL IN KOBE.

An up-to-date duel between two gamblers in Kobe has come under the cognisance of the police. Niwa Ichitaro, 35, and Murota Jirokichi, 34, were the combatants. The duel was fought at Komimado-dori Shichome last night at about 10 o'clock. Niwa made use of a sword measuring 2 feet 6 inches and Murota had a dagger. Murota attacked Niwa first and inflicted a nasty cut on his right cheek and right arm, almost severing the latter. Niwa thereupon cut off Murota's left hand but at this juncture policemen came on the spot and conveyed the combatants to the Ken Hospital. Both are expected to recover.

SHIPPING DISTURBED BY THE POLITICAL OUTLOOK.

What with the employment of many vessels for the transportation of troops by the United States Government and what with the concentration of vessels by England to prepare for an emergency in view of the Transvaal crisis, security of ships remains the *Japan Times* is now being widely felt. This is especially the case with steam communication in the Pacific. Industries in general are more or less affected by abnormal change in the shipping world, among the rest being the cotton spinning industry. Owners of cotton mills who used to get their supply of cotton from America find it extremely difficult just now to import the commodity in sufficient quantities, and are compelled to fall back upon more expensive Chinese or home-raised cotton.

YOKOHAMA'S DARK OUTLOOK.

The prospect is not altogether replete in Yokohama being plunged into darkness at night by the non-lighting of the streets. For years past (writes the *Japan Herald*) a lighting Committee has collected from the citizens voluntary monthly subscriptions to pay for the public lamps, and with the exception of a few mean and unconscious individuals who did not scruple to allow others to bear the entire cost, sufficient money has been collected to pay the Gas Company for the gas supplied to the street lamps, but since the foreign settlement has become incorporated with the native town, and foreigners have become liable to the payment of municipal rates, though none as yet have been called upon to do so, they have formerly paid their portion of the cost of lighting the city, have declined to continue their subscriptions, and if this refusal to contribute should spread, the funds as yet in the hands of the Gas Committee will presently be exhausted, and as we are given to understand that the Municipality declines to light the settlement, but a short time will elapse before the place is consigned to nighty darkness. We may point out that such a retrograde step will be likely to be attended with unpleasant consequences. Burglaries will be certain to increase, because the lack of light favours such nefarious operations, and under cover of night, stolen property can be removed with comparative impunity. Facilities for highway robbery will be another result that will ensue, as well as street accidents to pedestrians from rapidly driven carriages,

bicycles, and other vehicles. Altogether this relapse into the "dark ages" affords no cheering prospect, and may be added to the blessings for which we are so deeply indebted to the revised treaties.

RESCUE BY THE "KASUGA MARU'S" CREW.

SAD END OF A SYDNEY PICNIC.

While the N.Y.K. steamer *Kasuga Maru* was lying at Sydney at the end of September, as will be seen from the following extracts from Australian papers, her chief officer, Mr. Green, with the aid of his crew was the means of saving many lives.

Circular Quay was the scene of a shocking occurrence on Saturday at about 6.30 p.m. The Sunday-school children from Christ Church, Enmore, had left in the morning on a harbour picnic in the steamer *Batavia*. Including the teachers about 600 souls were on board. They embarked from the Co-operative wharf, opposite the Custom-house, Circular Quay, but for some reason it was decided to disembark on returning to Sydney at the floating jetty at the foot of Phillip-street, further round towards the Domain. One of the reasons for the selection of this landing, it is reported, was that it is clear of the "bus traffic on the quay, and convenient to the tram terminus. The floating jetty or pontoon is moored between 25 and 30 feet out from the wall of the Quay, with which it was connected by a gangway about 8 ft. wide, which being hinged to the pontoon and shore rises and falls with the tide. This gangway, which was the immediate cause of the catastrophe, was to outward appearance a most substantial piece of work, its decking being supported by three girders or beams, run by gin. Passengers disembarking, therefore, first landed on the pontoon, and then walked across the gangway to the shore.

The *Waterloo* arrived with her load of youthful excursionists at the pontoon just at the last fall of the tide. There was the pleasant day had been a wet and ringing cheer were being given by the boys. There were three police on the pontoon, and apparently every precaution was taken to prevent accidents. The boys started to rush the gangway from the steamer to the pontoon, but this was stopped by Constable M'Master. The teachers called to the girls to muster on the quay, and the boys on the pontoon. In this way the girls were safely landed, and marched by the Rev. C. C. Dunstan in the direction of the tram terminus. While they were so mustered it collapsed, with a loud crash which sent the children flying into the water, and without the slightest warning, carrying with it between 80 and 90 children. A moment or two before another steamer had made fast to the side of the pontoon opposite the *Waterloo*.

A scene of wild excitement followed. A hoarse roar of horror broke from the people about the quay, who had been attracted by the noise of the gangway cracking, whilst the screams of the children who had been precipitated into the water in a huddled mass could be heard above the terrified shouts of the young people and folk who had been left on the pontoon and steamer. The scene was most painful, and created so suddenly, struck terror into the hearts of most who saw it. Some cool and willing hands, however, emerged from the confusion, and swift efforts were made to rescue the children who had fallen with the gangway. Fortunately, as it had collapsed in the middle, the three beams being broken, the youngsters fell from each end together in a mass, and were held in the water between the rails as in a scoop, crowding on top of one another. Several men immediately sprang in the water, and by steady themselves with the chains mooring the pontoon to the quay were able to rapidly pass up the boys to willing hands. The work was somewhat difficult occasionally, as the children clung desperately to one another. On the whole, however, they displayed wonderful presence of mind.

In the meantime good assistance had been sent from the Japanese steamer *Kasuga Maru*, lying close by. The chief officer, Mr. W. Greene who was on the bridge, heard the crash of the gangway and the screaming of the children. Thinking that there had been a collision, he ordered the quartermaster to get the crew out. The Japanese sailors, who were down below at the time, turned out without the slightest hesitation, ran round to where the gangway had collapsed, and plunged in to rescue all the assistance they could. Taken unawares their prompt action is all the more praiseworthy. The majority of the boys had been by this time taken from the water, but the Japanese sailors, being expert divers, were very useful. Life buoys and bells were also supplied from the *Kasuga Maru*, but what were more valuable to the rescuers were some of Helms' patent lights, which ignited when thrown into the water. These illuminated the surface of the harbour in the immediate vicinity most effectively and burned for a long time. Preparations were also made to restore animation in those apparently drowned.

The occurrence was marked by the death of two boys. One boy, which was brought up apparently dead, though every means to restore animation were energetically used, was removed to the North Sydney morgue, where it was subsequently identified as that of Reginald Loken, aged 9, by the uncle of the deceased, Mr. Robert Seymour Powell, of Stafford-street, Stanmore. The same efforts made in the case of another boy named James Grant, aged 7, residing with his parents in Ferndale-street, Enmore, were partially successful. He was removed to the hospital by the police, but died at five minutes past 10 the same night from failure of the heart consequent on shock. The inquest on the drowned began on Monday.

Coming upon the catastrophe, another paper says:—

The community was inexpressibly shocked at the catastrophe to the Enmore Sunday School picnic on Saturday. The marvel is that there should have only been two fatalities when the possibilities of serious consequences were so great. The happy circumstances of the proximity of the *Kasuga Maru*, and the gallantry of her crew and of the police, marines, and citizens, coupled with the closeness of the accident to the Quay, accounted for the small mortality. Who may be to blame for the condition of the gangway will have to be determined by inquiry, but the whole practice of great water picnics to children, and especially very young children, is dangerous. Sydney Harbour offers such splendid facilities for picnics that it is in the nature of things that promoters of these affairs should avail themselves of them, but at their best the outings are fraught with danger to the little ones. Hundreds of children are taken to the point of embarkation and crowd on the steamers, the principals often resenting the police efforts to prevent overcrowding. They are brought back often in darkness or semi-darkness. Every stage there is peril to the little ones, but it has become so familiar that it is virtually disregarded. Some great catastrophe with a children's picnic has long been anticipated.

SHIPPING REPORTS.

Captain Todd, of the steamship *Suisang*, from Calcutta, reports:—From Singapore to Paracels light variable winds and fine, thence to port fresh to strong N.E. winds and fine.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer 29.92
Thermometer 76.2
Humidity 71
Rainfall 5.794

TO-DAY.

On date at 10.30 a.m. On date at 4 p.m.

Barometer 30.16 30.05
Temperature 77 77
Humidity 69 69
Rainfall — —

TO-DAY.

Thursday, 19th October, 1899.

Chinese—15th of 9th moon of 25th year of Kwang-si.

Sun—Rises 5hr. 59min.
Sets 5hr. 32min.
Moon—Full Moon 5hr. 42 a.m.

High water—Morning 5hr. 17min.
Afternoon 5hr. 43min.
Low water—Morning 5hr. 36min.
Afternoon 5hr. 33min.

ANNIVERSARIES.

1848—Hongkong and Canton Steam Packet Co. established.

1859—Great fire in Hongkong.

1861—Great typhoon at Formosa.

1865—Hongkong, Canton and Macao Steamboat Co. formed.

1885—Disastrous explosion at the arsenal, Taipei, Formosa.

1893—Shanghai Cotton Mill burnt.

1898—Dr. Filice and M. Vissiere have an audience with the Empress Dowager.

Russian troops occupy forts at mouth of river at Newchwang.

TO-MORROW.

Friday, 20th October, 1899.

Chinese—16th of 9th moon of 25th year of Kwang-si.

Sun—Rises 5hr. 59min.
Sets 5hr. 32min.
Moon—Full Moon 5hr. 42 a.m.

High water—Morning 5hr. 17min.
Afternoon 5hr. 43min.
Low water—Morning 5hr. 36min.
Afternoon 5hr. 33min.

ANNIVERSARIES.

1827—Battle of Navarino.

1842—Death of George Darling.

1882—Terrible typhoon at Manila; enormous damage to property.

1896—Li Hung-chang arrived in Peking. Death of Major C. K. Moore at Hongkong.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Changsha*) 22nd inst.
French (*Annam*) 22nd inst.
Australian (*Guthrie*) 24th inst.
American (*Coptic*) 28th inst.
Canadian (*Empress of India*) 9th prox.
American (*America Maru*) 11th prox.

The N. G. I. steamer *Bormida* left Singapore for this port yesterday, and is due here on or about the 25th inst.

The M. M. Co's steamer *Annam*, with the next French mail, will leave Saigon to-morrow, Friday at 4 a.m. for this port.

The Canadian Pacific Railway Co's R.M.S. *Empress of Japan*, arrived at Vancouver at 7 a.m. on Wednesday October 18th inst.

The steamer *Mike Maru* (Hombay Line) left Singapore for this port last night and is expected to arrive here on the 24th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isa de Cuba at Kowloon Dock.
Isa de Luzon " " " " " "
Shinshu " " " " " "
Shinshu " " " " " "
Shinshu " " " " " "
Shinshu " " " " " "
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Shinshu " " " " " "

Outward—22nd September—Malacca. 26th September—*Enryaku*, *Adria*, *Anglo*, *Banberg*, *Voronez*, 25th September—*Annam*, 3rd Oct.—*Indravelli*, *Ision*, *Kinkul*, *Vindobona*, *Hakata Maru*, 6th October—*Japan*, *Yarus*, *Undaunted*, *Idomeneus*, 10th October—*Ayr*, *Konigsberg*, 13th October—*Benlomond*, *Inaba Maru*, 17th October—*Tantalus*, *Arab*, *Avata*, *Queen Cristina*.

Homeward—17th Oct.—*Indus*, *Stentor*, *Maru*.

Shipping.

Arrivals.

KASUGA MARU, Japanese steamer, 3,214, E. W. Haswell, 18th Oct.,—Australian Ports and Manila 16th Oct., General—Nippon Yusen Kaisha.

SUISANG, British steamer, 1,776, E. J. Todd, 18th Oct.,—Calcutta 3rd Oct., Penang 9th, and Singapore 12th, Opium and General.—Jardine, Matheson & Co.

TRIUMPH, German steamer, 675, A. Rieck, 18th Oct.,—Pakhoi and Hoihow 17th Oct., General.—Jensen & Co.

CALCHAS, British steamer, 6,748, Gregory, 18th Oct.,—Panama 14th Oct., General.—Butterfield & Swire.

TAMBA MARU, Japanese steamer, 3,783, John W. Wale, 19th Oct.,—Kobe 14th Oct., General.—Nippon Yusen Kaisha.

HAKUAI MARU, Japanese steamer, 1,419, M. Nishimura, 19th Oct.,—Swatow 18th Oct., Tea and Brick, &c.—Nippon Yusen Kaisha.

FORMOSA, British steamer, 674, J. Douglas, 19th Oct.,—Tamsui 17th Oct., and Amoy 18th, Ballast.—Douglas, LaPraik & Co.

HATING, French str., 905, M. Jensen, 19th Oct.,—Haiphong 17th Oct., and Hoihow 18th, General.—A. R. Marty.

Cleanances at the Harbour Office.

Suisang, British str., for Samsui.
Bellerophon, British str., for Swatow.
Kinshu Maru, Japanese str., for Kobe.
Kw

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU..... J. W. Wale	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 21st October, at Noon.
KASUGA MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 21st October, at 4 P.M.
HAKUAI MARU..... W. Nishimura	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, WU-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	THURSDAY, 26th October, at Noon.
YAWATA MARU..... A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU..... J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd November, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 12th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—

THE VICTORIA DISPENSARY,
HONGKONG.

1247a]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Cost Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239a]

Dr. KNORR'S
ANTI-PYRINE

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

[34]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

KUH & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOREA.
Hongkong, 15th March, 1898. [42]

CAROLINEUM AVENARIUS

Used for over 20 years.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [19]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated
CLEMENT, HUMMER and GLADIATOR Co., Ltd.
DUNLOP TYRES'S BICYCLES—PRICE...\$160.
A special reliable Watch made for this Climate
Quality A.....\$16
Quality B.....\$12
40, QUEEN'S ROAD,
Watson's Building.

21]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

SPECIAL RATES...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers. Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 27th September, 1899. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC Railway on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Mexico, Central and South America, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent,
Hongkong, 19th October, 1899. [1310]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

HAMBURG-AMERIKA
LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	MARSEILLES, HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	12th November. Freight.
*SIBIRIA.....	HAVRE and HAMBURG	About 19th November. Freight and Passage.
Braun.....	(LONDON with transshipment in HAMBURG)	About 28th November. Freight.
BAMBERG.....	HAVRE and HAMBURG	About 28th November. Freight and Passage.
Mayer.....	(LONDON with transshipment in HAMBURG)	About 10th December. Freight.
*KONIGSBERG.....	HAVRE and HAMBURG	About 10th December. Freight and Passage.
Christiansen.....	(LONDON with transshipment in HAMBURG)	About 24th December. Freight.
AMBRIA.....	HAVRE and HAMBURG	About 24th December. Freight.
Burnmeister.....	(LONDON with transshipment in HAMBURG)	December.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

881] CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra.....	3,496	Sunday	Oct. 22
Carmarthenshire.....	2,929	about	Nov. 15
Strathgyle.....	5,023	about	Dec. 15
Carlisle City.....	3,002	about	Dec. 31

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on SUNDAY, the 22nd October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 18th October, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama)..... Wednesday, 25th Oct., at Noon.

*Algoa (via Nagasaki, Kobe, Yokohama & Honolulu)..... Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC Railway on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Mexico, Central and South America, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent,
Hongkong, 5th October, 1899. [1293a]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Braconshire.....	3,567	G. E. Elliott	Oct. 28
Queen Adelaide.....	2,832	F. McNeill	Nov. 18
Saint Irene.....	3,877	W. Attree	Dec. 9
City of Dublin.....	3,328	J. R. Rae	Dec. 30

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Aberglow..... 3,777 | J. Murray..... Nov. 11.

Monmouthshire..... 2,874 | W. A. Evans..... Dec. 23.

Aberglow..... 3,777 | J. Murray..... Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation, First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Ore. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.
General Agents.
Hongkong, 19th October, 1899. [4]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 4th Nov., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, 30th Nov., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 23rd Dec., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent,
Hongkong, 19th October, 1899. [1293a]

THE BOER WAR IN 1891.

Events in the Transvaal are, of course, drawing the attention of the nations of the world thitherward at present, even more than the war of 1881 did. There is very little we can call to mind which will reflect credit upon our doings during that war, particularly when we remember the collapse and flight of our soldiers from Majuba Hill, especially at a time when they held the best position and when the Boers were preparing to move off; but, bad as the case was, it will not be amiss just now, perhaps, to recall what happened during that campaign.

Most of the troops, including all the cavalry and most of the artillery, had been withdrawn from South Africa after the Zulu war. When the garrisons in the Transvaal were hemmed in, the only troops at General Colley's disposal were those he could collect in Natal. By the end of January he had gathered about 1,200 men at Newcastle, between Durban and the Transvaal frontier. This force was described as the "Relief Column." It was quite incompetent to reduce the Boer rebels to submission, and was intended simply to relieve the beleaguered garrisons for which purpose it was accompanied by a long train of wagons laden with provisions. General Colley was by no means overconfident of success, but there was no doubt in the minds of the officers and men, and the long column wended its way towards Lang's Nek as cheerfully as the rainy weather and the trouble attending movements hampered by one hundred and fifty wagons allowed.

The Boers were then encamped on Lang's Nek, a position they had seized some weeks before. The main road from Newcastle into the Transvaal crosses the Drakensberg range of mountains, some six or seven miles from the Transvaal border within Natal. Their force was composed of about 2,500 men, a number which later on was increased to about 4,000 men.

General Colley reached Mount Prospect, about three miles from Lang's Nek on January 25, 1881. He marched without opposition, in spite of the fact that he had to pass the Ingogo, where opposition might have been expected. A camp was formed at Mount Prospect, but was not entrenched or even properly lagged, because, no doubt, nobody anticipated attack. Owing to rain and fog, the force lay inactive on the 27th. On the 28th, leaving a few men, principally dragoons to protect the camp, the General moved out and took up a position on level ground to the right of the main road leading to the Nek. After the position had been shelled by the four guns, the direct attack was made by the 53rd (now the 2nd Northhamptons), about 500 strong, and the Mounted Company. The attack was repulsed with considerable loss. The gallantry of the troops could not be questioned. The 53rd suffered severely, but retired in good order and in a manner that elicited commendation from the General. In his despatch, the force was then reformed on the plateau near the guns and for some hours awaited attack, but as the Boers showed no disposition to come down from the height it was eventually withdrawn to the camp, which by that time had been lagged.

There can be little doubt but that the vast majority of the officers considered that the attack would be a walk-over. Nearly all the staff men in the fighting line were shot down, Colonel Deane, commanding the force, Major Poole, R.A., Lieut. Elves, of the Guards, A. B. C. to the General, and other officers. Colonel Deane, the attack in person and got close to the Boer entrenchment when he was shot. The Boers actually engaged were not numerous, nor were they very well entrenched. It was merely a matter of shooting. The engagement from the Boer point of view was a simple mathematical problem. It would take the 53rd no many minutes to ascend the slope. It would take so many minutes for so many shots. The 53rd had, in fact, no chance and General Colley recognised this too late. There was, however, no gloom in the camp that night. The feeling was that an accident had happened and that things would be put right before long. Late in the evening, part of the Mounted Force moved out of camp and marched down through Newcastle to where the main road passes over the Biggarsberg range, fifty miles from Lang's Nek and there encamped with a view of holding that position to facilitate the advance of the reinforcements then expected. A few days later came the defeat of Ingogo and Majuba Hill.

On the 6th February, General Colley moved out of his camp at Mount Prospect to re-open communications with Newcastle. He was stopped at the crossing of the Ingogo River. He had with him the 53rd and two guns and although the opposition was weak at the outset he was unable to force his way through. By noon the Boers had been reinforced and their fire was deadly. The two guns were silenced, it being impossible for a gunner to stand up without being hit. In the afternoon the action may be said to have almost ceased as the Boers were then in considerable numbers and the British were powerless to move. When darkness set in the force was moved back over the Ingogo. The 3rd both had to help to drag the guns, the ladders were abandoned, the wounded left on the field, under the care of a doctor and ten men. Torrents of rain fell throughout the night and a number of men and an officer, Lieutenant Wilkinson, were drowned in crossing the river, which was then in flood. The remnant of the force reached camp early in the morning in an exhausted condition. The losses were heavy. The troops had again shown gallantry, but they were shaken and had by this time acquired the belief that up to 500 or 600 yards it only became necessary to shoot one's self to be hit. This belief was undoubtedly justified. At Lang's Nek, the Naval Brigade were working rockets, certainly over 600 yards from the Boers and were protected by the stone-wall of a cattle kraal which gave them simple protection as high as the shoulder, but it was not possible for a man to show his head without being hit. This was not due to volley-firing or heavy fire. It was individual marksmanship. The officers had at length begun to realize that without cavalry they were helpless and that the "Relief Column" could not longer fulfil its aim.

By this time, the reinforcements from India had landed and had moved up to the Biggarsberg. They were splendid troops, they had been through the Afghan war, were seasoned and anxious to avenge their comrades.

Sir Evelyn Wood had arrived before this and was busy arranging for the rapid concentration of the forces. He advanced from the Biggarsberg about the middle of February, leaving at dusk and making a forced march unhampered by transport to the Ingogo river, where the advance of the reinforcements might possibly be resisted by a command of Free Staters. But although they were on the north bank of the Ingogo on the day before Wood's arrival, they fell back to Lang's Nek. The Ingogo river is fifteen miles south of Newcastle and Lang's Nek is thirty miles north. The Boers had thus penetrated far into Natal. Wood had with him a compact, tried and seasoned force, unhampered by transport, and it reached Newcastle unopposed and a few hundred men

were pushed on to Colley's camp at Mount Prospect. Sir Pomeroy Colley had in the meanwhile conceived the idea of turning the Boer position at the Nek by occupying Majuba, a flat-topped hill to the left of the Boer position. He had received, as has been seen, some reinforcements in four or eight hours he would have had another thousand men and within a week several thousands. He elected to carry out his idea without waiting for them. The motive ascribed for this course of action was the fear that Sir Evelyn Wood would arrive on the scene and that any subsequent success would be attributed to that officer, who, as is well known, was held in high estimation, not only by the Colonials, whom he freely consulted at all times, but by the Boers, many of whom had served under him during the Zulu war.

The result of his venture is now history. After a wearying night march, entailing a climb of some thousands of feet, he occupied the summit of Majuba early on the morning of the 27th February. Deducting stragglers and a company left about half a mile down the hillside, the force numbered between 350 and 400 men. It was principally composed of men of the 53rd, the companies of the 2nd who had reached Mount Prospect, the Naval Brigade and some drafts of the 21st. The force was a very mixed one, to which fact the subsequent disaster is frequently and perhaps rightly attributed. The summit of the hill is like the majority of South African mountains, flat-topped. The diameter of the top was about 300 yards, and owing to the depression in the centre, the position was sheltered, except when the men lining the edge showed against the sky line.

When the Boers discovered that the hill was in the possession of the British, they prepared to evacuate their position on Lang's Nek, considering it untenable. They were actually unspanned, preparing to move off when one of their commandants, named Schmidt, renewed amongst them for his daring, collected a small number of the most venturesome and advanced to the attack. The number of the attacking party did not at first exceed eighty. These were subsequently reinforced by others and by their marksmanship at long ranges compelled Colley's men who were lining the summit of Majuba to lie very close. The attacking party had good cover all the way up the slope from their camp on the Nek and their climb was as nothing compared to what the British had undertaken. The advance was slow and till the afternoon the British had suffered but slight loss.

The end, however, came with surprising rapidity. No clear explanation has ever been given of what occurred. A panic suddenly seized the party on the hill and they fled helter-skelter, their losses being almost altogether incurred in their flight. It was said at the time that the men's ammunition had run out but this was disproved, for the Boers found fair supplies of ammunition on the hill. One fact worth noting and one that amazed the Boers was that the Boers' rifles found on the hill had their sights up for long range firing which, no doubt, accounts for the small loss the Boers suffered, one man killed and four wounded. Undoubtedly what it cost them to dislodge from an apparently impregnable position some 350 British troops, including a number of seasoned men fresh from Afghanistan. Many accounts have been given of the fight. That of one of the Naval Brigade was the briefest and possibly as accurate as the majority. All he knew, he said, was that it took him eight hours to get to the top of the hill and three jumps to get to the bottom. The company left some distance below the top of the hill had been ordered to march up the hill and eventually fought its way back to camp.

Meanwhile Colley lay dead on Majuba hill. There was no fight for him. That he welcomed death and possibly sought it is probable, but the stories relative to his having met it by his own hand have no foundation. The Boers did not shoot him when they reached the top knowing who he was. They were amazed to find him amongst the dead and on the discovery of his body were exultant not at his death, for they respected him, but at the fact of the fall of the leader of their foes which accentuated the completeness of their victory. His body was handed over to the British for interment. A week later, General Wood took over command and negotiations followed ending in a peace which every British resident in South Africa knew could only end in war sooner or later.

THE CROWN COLONIES.

LEGAL ADMINISTRATION NEEDS REFORM.

A correspondent of the *Morning Post* makes some very sensible remarks on the legal administration of the Crown Colonies which will soon have to be considered. Under the present system, in many instances, the writer says, too much work is demanded for too little pay; either the salaries should be larger or the duties of the Judges and Chief Justices should be more clearly defined, while it would also be well if some way could be found whereby a Judge should know whether his appointment is for a few months or a term of years. He refers in this respect chiefly to the Judges in the Straits Settlements, who are expected to change their place of residence and move their household penates in the same way as an officer in a marching regiment. It is a plain thinking that it would be a wise plan to appoint a man to a certain post for a definite period. The same principle is seen in the moving of a Judge from one Colony to another. It would not, of course, do to abandon promotion, but why should not the promotion be from an inferior post in a Colony to a higher post in the same Colony? In the olden days the roving Judge was doubtless the most convenient and the most economical way of administering the law in the Crown Colonies, but now that this portion of the Empire has grown, and is growing still faster, it might perhaps be well to reconsider the position. If this were done, we should probably hear less of its being impossible to get able barristers to go out to the Colonies. A man will not leave a certain income in England to take up a roving commission in the Colonial Service, but many a sound young lawyer would gladly enter the legal branch of the Colonial Service if he knew that in course of time he was certain to rise to the post of Chief Justice in his own Colony, and was sure of not having to meet the competition of the entire service at every step. Again in certain Colonies the salaries paid are quite inadequate to keep up the position required. No Judge may engage in commercial enterprises or be a shareholder in any company in a Crown Colony. Accordingly he has to look on while other men are growing rich around him, and see the plums that might fall to his lot picked up by the local merchants and other residents. Doubtless these rules are right and proper, and even necessary. But it is hardly fair to forbid a man to take advantage of his opportunities and at the same time compel him to live on a salary which is not sufficient for him to meet the requirements, social and otherwise, that are expected from him.

"JUST ANOTHER OUP."

A PHYSICIAN'S WARNING TO EXCESSIVE TEA DRINKERS.

A case was reported the other day of a New York woman who for over thirty years had been in the habit of drinking five quarts of strong black tea daily, and who as a consequence became almost blind.

Seeing in a medical journal that the drinking of tea was fast assuming the proportions of a craze, the writer recently consulted a doctor whose specialty is nerves.

"Is it true," the physician was asked, "that people drink more tea than is good for them?" "I should think it is," was the reply. "I have patients who assure me that the tea drinking they are compelled to undergo whilst paying afternoon calls, frequently amounting to a dozen cups in a few hours, has resulted in the contraction of a habit they are now quite unable to give up."

"In the out-patient department of the hospital with which I am connected the 'tea-tipper' is getting to be as common as the gutter. I had one under my notice a few days ago a poor woman. She trembled as if she had the ague, and declared that, although she knew that it was the tea that had wrecked her nerves, she could no more give up the habit than the habitual drunkard could forsake alcohol."

"The numbers of anemic and dyspeptic women and white, puny-faced children is alarmingly on the increase. I never ask what is the matter with them. Why do you drink so much tea?" is my first question. "A cup of tea lives me up so," is the general reply.

The doctor in question did not denounce the use of tea, but its abuse. A cup of tea about an hour and a half after lunch he described as "comforting and beneficial," but it should not exceed one cup, or at most two small ones. Above all, tea should not be taken on an empty stomach.

TRADE FOLLOWING THE FLAG.

The expression that "trade follows the flag" is so oft-quoted and so widely accepted that a contradiction of it, or an exception to it is worth nothing. In replying to two pro-expansion arguments by the Hon. John Barrett, recent U.S.A. minister to Siam, and by senator Ely, both of whom held to the idea that trade follows the flag, the Springfield *Republican* says:

"It is a curious fact that as these spokesmen were uttering what may be called the administration view of the situation, the treasury department at Washington was preparing to publish figures exhibiting the utter absurdity of it from a practical standpoint. The British trade organs have been complaining that American exports to South Africa are increasing much faster than British exports. It is pointed out that in February, for example, the British exports to British South Africa were only about \$32,000 larger than in the same month last year; while the American exports were for the same time \$362,000 larger. And in connection with these figures the treasury bureau of statistics at Washington calls attention to the fact that our exports to Africa have increased since 1894 from \$4,489,850 to \$17,515,730. Nothing like such a growth can be shown in the British export trade with that market. Here, then, is a case where trade does not follow the flag, but rather, as we were, seeks to avoid the flag. Political supremacy for Great Britain in South Africa does not assure commercial supremacy. In a country under British laws, trade being free, all nations have the same fair and equal prospect."

"Trade follows the flag" would be a more truthful expression than the old one. Not necessarily British trade, but all trade. We can only hope to keep up British trade by a careful study of the wants of consumers, and by striving to keep up the reputation for excellence of quality, which British goods formerly possessed. Here in Burma it may be noted that since the annexation of Upper Burma, large proportions of the manufactured articles consumed come from Germany, Japan, Belgium, Holland and America. In the French colonies where the fiscal policy of the government is entirely different, and everything is done to protect French manufactures competing with those from foreign countries, not a single French colonial possession pays its way. All are dependent on France, and drain it annually of greater or smaller sums of money. They no doubt to some extent help French manufactures. But French trade with Great Britain and other countries which do not protect French goods is probably very much greater than French trade with French possessions abroad. No doubt our policy is the one which pays best in the long run, whilst all foreign powers seem quite willing to see "the white man's burden" largely assumed by England, as they know that where we annex we shall be sure to give every country a fair share with ourselves of all the trade capabilities of the new possession. *Rangoon Times.*

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIENS GENUINE
COMPOSITION RED HEAD
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

NOTICE.
NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [1048]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43]

Shipping.
STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship

"HAILONG."
Captain Robson, will be despatched for the above Port, TO-MORROW, the 20th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 19th October, 1899. [13114]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
THE Steamship

"NANYANG."
Captain Lehmann, will be despatched for the above Port, TO-MORROW, the 20th instant, at 5 P.M.
This Steamer has Accommodation for Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 17th October, 1899. [13094]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA."
Captain Douglas, will be despatched for the above Port, on SATURDAY, the 21st instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 18th October, 1899. [13154]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship

"SZECHUEN."
Captain Hall, will be despatched for the above Port, on SATURDAY, the 21st instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th October, 1899. [13164]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"CHOYANG."
Captain Bowker, will be despatched as above on TUESDAY, the 24th instant, at 4 P.M.
This Steamer has Accommodation for First class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 18th October, 1899. [13184]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EASTERN."
Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber for which ensures a supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th October, 1899. [12654]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Steamship

"EASTERN."
Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at 4 P.M.
This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 11th October, 1899. [12924]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU."
Captain S. Nagai, will be despatched for the above ports, on SUNDAY, the 22nd instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 16th October, 1899. [12134]

WEST RIVER SERVICE.
THE New River Steamers

"SAMSHUI" & "WUCHOW" will be despatched alternately from Messrs. DOUGLAS LARPAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUIHONG and TAKHONG.

Both Vessels have Superior Accommodation for Saloon Passengers.
Fares, including Sleeping Berth and Meals.
HONGKONG to SAMSHUI.
Single Fare.....\$10.00
Return Fare.....17.50
HONGKONG to WUCHOW.
Single Fare.....\$20.00
Return Fare.....35.00
The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamer to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th October, 1899. [13074]

Shipping.
STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARGVLL."
will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October.
S.S. ST. JEROME" to sail about 15th Nov.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 13th October, 1899. [9414]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"OANFA."
J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 11th October, 1899. [12684]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ORESTES."
Captain Pufford, will be despatched on TUESDAY, the 31st October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [12214]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"HECTOR."
Captain Barr, will be despatched as above on TUESDAY, the 14th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th October, 1899. [12834]

Consignees.

THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
From London, &c., ex S.S. *Oceana* and *Himalaya*.
From Italy, ex S.S. *Thames* and *Ceylon*.
From Australia, ex S.S. *Australia*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. Co.'s Steamers.
Optional Cargo will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.
Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 14th October, 1899. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.
THE Steamship

"POSEIDON."
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
This vessel brings Cargo—
From Trieste, ex S.S. *Era*. Fr. Ferdinand transhipped at Bombay.
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 14th October, 1899. [12834]

NORDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.

S.S. "BAYERN."
The above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 24th instant, and on THURSDAY, the 26th instant, at 9.30 A.M. All Claims must reach us before the 3rd November, or they will not be recognised.
Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.
MELCHERS & Co.,
Agents.
Hongkong, 17th October, 1899. [12934]

Shipping.
SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.
THE 3/3 A.L.I. American Ship

"ST. MARK."
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Hongkong, 20th September, 1899. [11984]

Intimations.
THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK—INCLUDING—

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NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.
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at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 26th May, 1898. [5984]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SARATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th May, 1899. [144]

Intimations.

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed. Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance. Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

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PHOTOGRAPHER,
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IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [45]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:

CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.
REUCE, American ship, D. Whitmore—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS.

(October 19th.)

Banks.

Hongkong and Shanghai Banking Corporation—32 1/2 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 2 1/2 buyers.

The Bank of China & Japan, Ltd.—(Deferred) 4 1/2 buyers.

National Bank of China, Ltd.—\$27 buyers.

Do. —\$27 buyers.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$243.

China Traders' Insurance Co., Limited—\$604.

North China Insurance Co., Ltd.—\$11.

Yantai Insurance Assoc., Ltd.—\$121.

Canton Insurance Office, Ltd.—\$137.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Ltd.—\$30.

Indo-China Steam Navigation Company, Ltd.—\$81.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$47.

China Mutual S. N. Co., Ltd.—(Preference)—\$9 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3 to buyers.

Star Ferry Co., Ltd.—\$19.

Refineries.

China Sugar Refining Co., Ltd.—\$138.

Luen Sugar Refining Co., Ltd.—\$54.

Mining.

Punjom Mining Co., Ltd.—\$94.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$24 1/2.

Queena Mines, Limited—\$0.45.

Jadeite Mining and Trading Co., Ltd.—\$14.

Raub Alluvial Gold Mining Co., Ltd.—\$65.

Oliver's Freehold Mines, Ltd.—(A) \$11.50.

Oliver's Freehold Mines, Ltd.—(B) \$6.50.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$1.80.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$15.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$92.

Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$184.

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.50 buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$107.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$125.

Humphreys' Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$29.

China-Borneo Co., Limited—103 buyers.

A. S. Watson & Co., Limited—\$16.75.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$241.

Hongkong Ice Co., Ltd.—\$127.

Hongkong High-Level Tramways Co., Ltd.—\$47.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Belle Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$1.

Ewo Cotton Spinning & W. Co., Ltd.—\$16.

International Cotton Mfg. Co., Ltd.—\$17.

Laukang-mow Cotton Spinning & Weaving Co., Ltd.—\$17.

Soy Chee Cotton Spinning Co., Ltd.—\$13.

Yahloong Cotton Spinning Co., Ltd.—\$15.

Tebnah Planting Co., Ltd.—\$4 per share.

Tebnah Planting Co., Ltd.—\$4 per share.

BENJAMIN, KELLY & POTTS (Share Brokers.)

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EXCHANGE.

Hongkong, 19th October.

ON LONDON, Telegraphic Transfer 1/10 1/2
Bank Bills, on demand 1/10 1/2 1/2
Credits, 4 months' sight 1/11 1/2
Dimes, 4 months' sight 1/11 1/2
ON BERLIN, (demand) M. 1/5 1/2
ON PARIS, Bank Bills, on demand 2/4 1/2
Credits, 4 months' sight 2/4 1/2
ON NEW YORK, Bank Bills, on demand 40
Credits, 30 days' sight 40 1/2
ON BOMBAY, Telegraphic Transfer 1/12 1/2
On demand 1/12 1/2
ON SHANGHAI, Telegraphic Transfer 7 1/2
Private, 30 days' sight 7 1/2
ON YOKOHAMA, T.T. 64 per cent. prem.
Sovereigns, Bank's Buying Rate 104.47
Gold Leaf 100 touch, per tael 54.25
Bar Silver 26 1/2 1/2
Dollars 32 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 19th October.
New Patna 930 per chest.
New Benares 910
Old Malwa 860 per picul.
New Malwa 875
Persian, paper tied 800

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken
Mr. John Angus
Mr. W. S. Bailey
Mr. B. J. Barlow
Mr. J. F. Bartlett
Mr. L. Benjamin
Mr. W. M. Black
Mr. F. Bonnet
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Mr. & Mrs. K. Gibson
Capt. Goddard
Mr. C. B. G. Godman
Mr. G. Godman
Mr. and Mrs. Gough
Miss Gough
Major and Mrs. Griffin
Mr. and Mrs. Harris
Mr. G. Havers
Mrs. Haywood
Major and Mrs. Higgs
Mr. T. Howard
Major and Mrs. Jeffreys
Mr. F. Jewell
Mr. and Mrs. Joseph
Mr. E. A. Katsch
Mr. Kinghorn
Mr. J. Kirkwood
Mr. Z. Kobayashi
Prince Konoye
Mr. E. A. Leggett
Mr. L. Levy
Mr. J. V. Mayston
Mr. J. McCrackin
Mr. and Mrs. child
Mr. T. S. Mester
Mr. E. O. Murphy
Capt. and Mrs. Myhre
Mr. C. A. Van Nierop
Mr. J. J. O'Neill
Mr. S. Ohara
Mr. C. Ouchi
Mr. W. Pando
Mr. W. Parfitt
Mr. J. C. Perry
Misses Scott
Mr. F. Reibero
Mr. A. Reid
Mrs. H. Renjes, child
and nurse
Mr. and Mrs. C. E. Richardson
Miss Richardson
Mr. G. E. Richardson
Mr. S. J. Robinson
Mrs. Robinson
Major I. E. Sawyer
Misses Scott
Mr. H. Simin
Mr. A. Spagnolo
Mr. M. Steger
Mr. B. Taylor
Mrs. C. Thomas
Mr. and Mrs. R. S. Thoms
Misses Thoms (2)
Mrs. H. H. Todd and family
Mr. H. S. Vaughan
Capt. R. Unsworth
Lieut. Urvo
Mr. and Mrs. T. Walling
Mr. and Mrs. A. W. Whitlow
Mr. and Mrs. Bagnall
Wild
Mrs. J. Williamson
Mr. L. S. Williamson
Mrs. D. Wilson
Miss Wilson
Mr. and Mrs. J. B. Welford
Mr. W. J. Wright
Mr. J. M. de Zuniga

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Mr. P. Bore
Capt. van Corbach
Mr. G. H. Dann
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Col. G. J. H. Evatt
Mr. J. S. Ezekiel
Mr. R. M. Ezekiel
Mr. A. Forbes
Mr. Col. A. Fraser
Mr. H. G. Gompertz
Colonel E. H. Gorges
Staff-Surgeon and Mrs. W. E. Home
Major G. R. St. John
Mr. H. B. Kendrick
Capt. F. Koford
Mr. J. Lamie
Mr. J. E. Lee
Mr. C. W. Longuet
Mr. C. W. Longuet
Mr. R. Mitchell
Mr. K. W. Nordman
J. Von Oertzen
Lt. Col. The O'Gorman
Dr. Marx Peters
Hon. H. E. Pollock
Capt. H. V. Pryne
Comdr. R. M. Rumsey
Mr. E. Sharp
Mr. A. A. Sinclair
Mr. A. Findlay Smith
Mr. A. G. Stokes
Mr. A. P. Stokes
Mr. O. D. Thomson
Mr. G. H. Wheeler

CRAGIEBURN.

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Hon. and Mrs. R. D. Ormsby
Miss Ormsby
Miss G. L. Palethorpe
Capt. C. B. Simmonds
Mr. Hugo Silvestri
Mrs. Simmonds
The Government Civil Hospital Sisters
Miss Yvonne Tricot
Mr. and Mrs. W. E. Turner
Comptrol Vicpicelli
Madame Volpicelli

VESSELS IN PORT.

Steamers.
ATHENIAN, British steamer, 2,440, H. Mowatt, 12th Oct.—Manila 9th Oct., Ballast—U. S. Trooper.
BELLEROPHON, British steamer, 1,288, Lyons, 16th Oct.—Panarocan 5th Oct., Sugar—Butterfield & Swire.
BRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.—Colombo 20th Sept., Ballast—Dodwell & Co.
CHOWFA, British steamer, 1,050, J. Williamson, 18th Oct.—Bangkok 9th Oct., and Koh-si-chang 11th, General—Butterfield & Swire.
CHUNSHANG, British steamer, 1,474, E. J. Buller, 16th Oct.—Java 7th Oct., Sugar—Jardine, Matheson & Co.
DAPHNE, German steamer, 1,292, Th. Nissen, 13th Oct.—Mojib 8th Oct., Coal—Siemssen & Co.
DEUTEROS, German steamer, 1,001, E. Petersen, 15th Oct.—Saigon 11th Oct., Rice—Siemssen & Co.
DR. HANS JURG KIER, Norwegian steamer, 691, H. Lembyrgen, 13th Oct.—Yokohama 6th Oct., Ballast—Hartling, Buschmann & Menzell.
EASTERN, British steamer, 3,586, Winthrop, 18th Oct.—Kobe 13th Oct., General—Gibb, Livingston & Co.
ELBE, German steamer, 903, F. Petersen, 17th Oct.—Samarang 5th Oct., Sugar—Siemssen & Co.
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct.—Yanchow, B.C. 12th Sept., and Shanghai 1st Oct., Mails and General—C. P. R. Co.
ESMERALDA, British steamer, 906, A. R. W. Campbell, 14th Oct.—Manila 14th Oct., Hemp and Cigar—Sheewan, Jones & Co.
HAILONG, British steamer, 783, A. J. Robinson, 18th Oct.—Tamsui 15th Oct., Amoy 16th, and Swatow 17th, General—Douglas, Lapraik & Co.
HERMES, Norwegian steamer, 849, J. C. Jensen, 17th Oct.—Tonku via Chefoo 10th Oct., General—C. E. & M. Co.

HINSANO, British steamer, 1,536, Crockett, 13th Oct.—Java Ports (Chevillon) 4th Oct., Sugar—Jardine, Matheson & Co.
HUE, French steamer, 704, P. Merlees, 17th Oct.—Haiphong 14th Oct., and Hoihow 16th, General—A. R. Marty.
JASON, British steamer, 1,416, W. Lycett, 16th Oct.—Pensang 2nd Oct., and Hoihow 15th, General—Butterfield & Swire.
KONG BENGO, British steamer, 862, F. W. Joslin, 14th Oct.—Saigon 6th Oct., Rice and General—Butterfield & Swire.
LADY JOCEY, British steamer, 2,046, Coon, 18th Oct.—New York 20th Aug., and Colombo 2nd Oct., General and Kerosine—A. R. Marty.
LYEEMOON, German steamer, 1,238, G. Heuermann, 18th Oct.—Canton 17th Oct., General—Siemssen & Co.
MACHU, British steamer, 995, J. E. Farrell, 18th Oct.—Siam 11th October, Rice—Butterfield & Swire.
MONKUT, British steamer, 859, N. G. Majer, 14th Oct.—Koh-si-chang 2nd Oct., Rice—Yuen Fat Hong.
NANYANG, German steamer, 983, Th. Lehmann, 18th Oct.—Canton 17th Oct., Ballast—Sheewan, Jones & Co.
ON SANG, British steamer, 1,787, J. Young, 7th Oct.—Saigon 18th Oct., Rice and Rice-Flour—Jardine, Matheson & Co.
PETRARCH, German steamer, 1,352, Necker, 8th Oct.—Samarang 22nd Sept., and Labuan 30th, General—Lauts, Wegener & Co.
PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 14th Oct.—Koh-si-chang 7th Oct., Rice and Timber—Yuen Fat Hong.
SABINE RICKMERS, British steamer, 690, J. R. Naber, R.N.R., 18th Oct.—Shanghai 15th Oct., German steamer, 1,747, R. Muhle, 12th Oct.—Sandakan 5th Oct., Timber—Melchers & Co.
SIAM, British steamer, 992, J. F. Messer, 16th Oct.—Bangkok 9th Oct., General—Bradley & Co.
SEZCHUEN, British steamer, 1,158, Hall, 18th Oct.—Bangkok 10th Oct., Rice—Butterfield & Swire.
SYDNEY, French steamer, 4,232, Aubert, 13th Oct.—Marseilles 3rd Sept., and Saigon 5th Oct., Mails and General—Messageries Maritimes.
TAMUJI MARU, Japanese steamer, 1,075, S. Nagat, 18th Oct.—Amoy and Swatow 17th Oct., General—Mitsui Bussan Kaisha.
TERRIER, Norwegian steamer, 1,008, G. Kampford, 14th Oct.—Singapore 5th October, Timber—Order.
TETARTOS, German steamer, 1,574, T. Desler, 14th Oct.—Saigon 9th October, Rice—Siemssen & Co.
THYRA, Norwegian steamer, 2,150, Edwardsen, 12th Oct.—Mojib 6th Oct., Coal—Butterfield & Swire.
WONGKOT, British steamer, 1,115, R. B. Brooke, 15th Oct.—Bangkok 1st October, Teak and Rice, &c.—Chinese.
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 18th Oct.—Manila 13th Oct., and Amoy 17th, Hemp and Tobacco—Jardine, Matheson & Co.

Sailing Vessels.
ADOLPH OBRIG, American bark, 1,302, Amisbury, 17th Oct.—New York 5th May, Case Oil—Standard Oil Co.
ETNA RICKMERS, German ship, 1,734, Joh. Bencke, 22nd Sept.—Cardiff 13th May, Coal—Arnhold, Karberg & Co.
GILO, German bark, 1,324, Hemmer, 8th Oct.—New York 26th May, Kerosine Oil—Standard Oil Co.
JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.—New York 25th April, Case Oil—Standard Oil Co.
LOTHAIR, Italian bark, 759, C. Lewanger, 14 Oct.—Callao Peru 21st July, Iron—Order.
MANUEL LEAGUENO, American ship, 1,649, C. V. Small, 7th Oct.—Shanghai 3rd October, Ballast—Siemssen & Co.
MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.—New York 24th April, Case Oil—Standard Oil Co.
MARY L. CUSHING, American bark, 1,540, 1st Oct.—New York 16th May, Case Oil—Order.
RETRIEVER, British schooner, 96, Parker, 8th Oct.—Honolulu 16th July, Ballast—Order.
REUCE, American ship, 1,838, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil—Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug.—3rd Oct.—Order.
ST. JAMES, American bark, 1,435, R. M. Tapley, 29th Sept.—Manila 13th Sept., Ballast—Reuter, Bruckelmann & Co.
STANFIELD, British bark, 560, Wilson, 8th Oct.—Rafang 17th Sept., Timber—Order.
STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.—New York 20th May, Kerosine Oil—Standard Oil Co.
WARATAH, British schooner, 25, Haynes, 3rd Sept.—Takow 15th Sept., Ballast—Mr. F. W. Hall.
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.—New York 7th May, and Rio Janeiro 17th July, Kerosine—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.
Hongkong, October 19th, 1899.
Alacrity, despatch-vessel, 1,700 tons, 10 6 pd. q. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.
Britia, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wieve, cruising.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Winnington-Ingram, cruising.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat, destroyer, 403 tons, 5,400 h.p., Lieut. Comr. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 h.p., 18 guns, Capt. R. S. D. Cunningham, Hongkong.
Humber, storehip, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, cruising.
Linnets, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 800 h.p., Commander W. W. Smythe, cruising.
Orlando, British cruiser, 3,600 tons, Capt. J. Burke, Japan.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. P. S. St. John, Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. V. Y. De M. Cowper, Foochow.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 h.p., Lieut. Com. The Hon. G. A. Hardinge, en route Singapore.
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, en route Manila.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, cruising.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 h.p., Lieut. Comdr. E. Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Eina, Italian cruiser, 3,530 tons, Capt. G. Giorella, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.
Siguria, Italian cruiser, 4,500 tons, Captain Casotto, Hongkong.
Stromboli, Italian cruiser, 3,359 tons, Captain Cantanisi, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Molins, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Gelskiy, at Vladivostok.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boissan, at Nagasaki.
Dmitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Vladivostok.
Gremyashchy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Bouchard, at Port Arthur.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamkoff, at Port Arthur.
Kreysler, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.
Mandurik, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaloff, at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Teniche, at Vladivostok.
Nayadnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zurne, at Port Arthur.
Olyanov, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriakov, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenius, at Vladivostok.
Rostia, Russian armoured cruiser, 12,200 tons, Capt. Domogiroff, at Port Arthur.
Rurik, Russian flag-ship, 10,940 tons, armoured, 12 guns, 12,000 h.p., Capt. Groupt, at Port Arthur.
Silatov, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Parenayov, at Port Arthur.
Sivuchik, Russian gunboat, 350 tons, twin screw 13 guns, 1,200 h.p., Capt. Astronoff, at Port Arthur.
Vladimir Monakhov, Russian cruiser, 6,000 tons, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Vladivostok.
Vladik, Russian torpedo boat, 400 tons, 12 guns, twin screw, 3,500 h.p., Capt. Roguil, at Vladivostok.
Yakovl, Russian gunboat, 16 guns, 800 h.p., at Vladivostok.
Zabikun, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkhrif, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borzo, 1st class; Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.
Revel, 1st class; Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Suvorov, 1st class; Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
(1st and 2nd class.)
Forel, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.
Janichich, Russian torpedo boat